18.22 hrs.

RAILWAY BUDGET - GENERAL DISCUSSION -Contd.

AND

RAILWAY BUDGET - DEMANDS FOR GRANTS

[English]

MR. SPEAKER : The House will now take up further general discussion on the Budget Railways for 1996-97 and discussion and voting on Demand for Grants (Railways) for 1996-97.

Motion moved :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1997, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 16."

Voted by Lok Sabha

Demands for Grants on Account (Railways) for 1996-97

No. of Demand	Name of Demand	Amount of Demand of Grants on Account voted by the House (inclusive of the amounts already voted by Lok Sabha on 11th March, 1996)
1	2	3
1.	Railways Board	11,52,,44,000
2.	Miscellaneous Expenditure (General)	59,90,04,000
3	General Superintendence and Services of Railways	414,00,74,000
4.	Repairs & Maintenance of Permanent Way & Works	853,68,07,000
5.	Repairs & Maintenance of Motive Power	594,71,90,000
6.	Repairs & Maintenance of Carriages and Wagons	884,72,16,000
7.	Repairs & Maintenance of Plant & Equipment	454,44,55,000
8	Operating Expenses-Rolling Stock and Equipment	729,80,31,000
9	Operating Expenses-Traffic	1682,74,99,000
10	Operating Expenses-Fuel	2001,80,42,000
11.	Staff Welfare & Amenities	333,56,76,000
12.	Miscellaneous Working Expences	427,26,42,000
13.	Provident Funds, Pension & other retirement benefits	1180,98,20,000
14.	Appropriation to Funds	3538,00,00,000
15.	Dividend to General Revenues Repayment of Loans taken from General Revenues and Amortization of Over-Capitalization	12,76,16,000
16.	Assets -Acquisition, Construction and Replacement	
	Revenue	22,50,00,000
	Other Expenditure	
	Capital	4050,95,18,000
	Railway. Funds	2365,95,32,000
	Total	19619,33,72,000

MR. SPEAKER : The hon. Members present in the House, whose cut motions to the Demand for Grants in respect of Railways for 1996-97 have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

[Translation]

VAIDYA DAU DAYAL JOSHI (Kota) : Mr. Speaker, Sir, Time Tables of Railways have always been changed on 1st April and 1st October. But they are changing the Railways Time Table from 1st August. You did changed the Railway Time Table but it is available at Railways stalls...*(Interruptions)*

[English]

MR. SPEAKER : Let us not go back to the debate.

[Translation]

VAIDYA DAU DAYAL JOSHI : Time Table has not been changed at Railway station nor is these any intimation about it, as a result of which Railways passengers have been made to suffer and run from pillar to post. I request you that alongwith the reply, Railway Time Table should also be made available. Railway Time Table should he available at Railway Stations also for which necessary arrangements should be made soon.

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, I thank all those members who took part in the debate on the Railway Budget. This discussion...*(Interruptions)* It is sufficient

SHRI PUNNU LAL MOHLE (Bilaspur) : Before reply is given. I want to submit...*(Interruptions)*

SHRI RAM VILAS PASWAN : What does he want to say before the reply? Some thing can be said after the reply is given.

MR. SPEAKER : Let the reply be given first.

SHRI PUNNU LAL MOHLE : What has the Minister and the Government to say about it?

AN HON. MEMBER : It may be assured that it will be covered in the reply.

SHRI RAM VILAS PASWAN : I have already discussed it with you. What for all this is being done?

Mr. Speaker. Sir. I express my gratitude to all those members who have participated in the Railway Budget. This discussion was a historic one. in which 111 Hon. Members took part. All previous records have been broken in terms of time taken also. Members gave their valuable suggestions during 23 hours debate held on the Railway Budget.

Action is being taken on all the points raised by the Members. I assure the Hon. Members that I shall soon implement all which impossible from the point of view of administration. efficiency and finance. About the suggestions which are not possible to be implemented. I shall inform the Members about the difficulties coming in the way of their implementation.

I am grateful to the Hon. Prime Minister Shri H.D. Deve Gowdaji for not only adding in the National Budget the new Railway line from Udhampur to Baramula via Srinagar. but also for making announcement regarding allocation of rupees fifty crores during this financial year. This Railway line will fulfill the aspirations of the people of not only Jammu and Kashmir but it will also prove to be useful for strengthening national unity and integrity.

Hon. Members from Kerala have complained about slow progress of the work of doubling of the Railway track there. and have suggested for speedy undertaking of the work of Kuttipuram - Shoranur Railway line. I have decided to accord high priority to the programme of doubling of railway tracks and the work of doubling to Kuttipuram - Shoranur track will be completed by March 1999. Members from Kerala were unanimous on the doubling of Kuttipuram -Shoranur Railway track. I had assured that this work would be taken up soon ...*(Interruptions)*

[English]

You have understood this now. So, that work would also be taken up.

[Translation]

Some Hon. Members have urged upon speeding up the work of doubling of the track of Kollun - Tiruvananthpuram line. I got the matter examined the State Govt. has yet to allot land for this work. The Railways are prepared to undertake this work. I assure the Hon. members that if land is made available soon by the State Govt. this work of doubling to track will be completed by March 1998.

Some Hon. Members have demanded gauge conversion of Kollum - Virudhnagar - Tirunelvelli and Tiruchandur and survey of a new railway line from Tellicherry to Mysore via Najunguda. Vynad and Vadagara. I have passed orders for immediate start of the survey work. I want to assure that all new survey works in Kerala. including the one our friend mentioned just now regarding the survey work of Nagungudavia Vanad - Vadagara: priority would be given

Mr. Speaker Sir. Hon. Members from the Himachal Pradesh have demanded restarting of the work on the Nangal Dam - Talwara project. which had been stopped. As I told in my speech on the Railway Budget. that the work was stopped because the land for the railway line was not being given free of cost by the State Govt. of Himachal Pradesh. On their request we have reduced our demand for land. I told about this matter yesterday with the State Chief Minister. He has agreed to provide Govt. land free of cost for this line. So. I have ordered that the work should soon be started again. The work will start after the land is acquired for the railway line. Survey on the Bhanapali-Bilaspur line has already been completed. Railway authorities are holding discussions with the State Govt. and cement factories about distribution of the cost of the projects. Agreeing to the demands of the Hon. Members I have passed orders for conducting survey work on Pathankot - Jogendernagar - Kangra Valley 164 kilometer gauge conversion and further broad gauge line from Bajnath to Bhanupali via Mandi and Bilaspur. Further action will be taken only after the survey report is received by us.

Hon. Members from Punjab have made a unanimous demand for a new railway line from Ludhiana to Chandigarh. during the pre-Budget discussion. This demand was further repeated during the discussion on the Railway Budget in the House. Survey for this line was conducted during 1973. Then it was found unprofitable. The members have stated that huge development has since taken place in that part during all these years after 1973. Honouring their wishes. I have ordered that the survey work done in 1973 should soon be updated. I have also decided that in respect of new railway lines from Patiala to Jakhal - Narwana and Abohar to Fazilka. survey work should be done on priority basis by November 1996.

Having regard to the wishes of the Hon. Members from Haryana. I have decided for conducting survey work on the proposed new railway lines from Chandigarh to Dehradun via Jagadhari and from Sirsa to Hissar via Fatehabad and Agroha. I have ordered for early evaluation of the project report on Rewari-Rohatak Railway Line. so that it may be submitted to the Planning Commission within a month.

Several reports have been received about insufficient railway infrastructure in the Poorvachal. Hawing regard to it. I have decided to conduct survey work for new railway lines from Kursela to Saharsa via Bihariganj. Bamakli to Kishanganj. Nirmali to Saharsa and Madhepura to Jogbani via Triveniganj.

Keeping in mind the aspirations of the people of Jharkhand area. I have decided for conducting survey for new railway lines-Kodarma-Hajaribagh-Garbar Raj. Dehri on Sone to Badwadeeh. Chunar to Sasa Ram. Survey for Dumka - Vaidyanath Dham line was conducted long back. So we have decided to update it. Survey will also be conducted for Badwadeeh - Chirmari line also.

Hon. Members from Gujarat had a detailed discussion about development of railway infrastructure there and concern was expressed about hardships being faced due to lack of railway facilities in tribal areas. Stress was laid in the regard on restarting the work on the line from Chhota Udaipur to Bodali. Having due regard to their wishes. I have passed orders for undertaking this work proposed by them for restarting Chhota Udaipur to Bodali railway line soon.

I have decided that work on Kapadvanj - Modasa new railway line project should be completed speedily and according to the need the financial allocation for this project has been enhanced during this year. I also decided for surveying gauge conversion works of Palanpur - Bhildi - Gandhidham and Alang - Bhavnagar - Surendranagar Railway lines. orders for surveying new lines from Anand to Godhara via Dakora and from Baroda to Bhavnagar via Vasad and Tarapur New railway lines have also been given by me survey for doubling Surat - Bhusaral line has already been started and it will be given priority.

Mr. Speaker Sir. Hon. members from Orissa raised their demand for speeding up the gauge conversion of Rupasi-Bangariposi line during discussion on the Railway Budget. This work has been included in the Budget and it will be undertaken after due formalities are completed other thing have been met with and financial arrangements made for it. I want to assure the Hon. Members that soon after the approval is accorded by the Cabinet Committee on economic matters. work on this line will be started. Priority in being given to the completion of work on Talcher - Sambalpur rail line and it is going to be completed by December. 1997. Survey report regarding Talchar - Sukinda Road rail line has been received and it will be sent to the Planning Commission after evaluation of the project report. Complaint was made regarding allocation of less funds during the year for Haridaspur - Paradip and Khurda Road -Bolangir project. In this connection I want to tell the Hon. members that work can be started only after final location survey and land acquisition proceedings are completed. For the reasons more money could not be spent during the year. But if more money is needed. I shall make necessary arrangements therefor.

In Andhra Pradesh. priority is being accorded to Katpadi - Pakala - Tirupati railway gauge conversion ...*(Interruptions)* track will be laid first. then the train will run...*(Interruptions)*. This work will be completed by next year giving it top priority. Financial difficulty will not come in the way. Gauge conversion work on Mehboobnagar - Dronachalam is already being undertaken and the work on the main bridges is also in progress this project will be completed by December, 1997.

Mr. Speaker. Sir. having regard to the desire of Hon. Members from Karnataka. from Dharwar ...*(Interruptions)* Which has already been done. about which mention was made in Budget speech ...*(Interruptions)*.

SHRI YELLAIAH NANDI (Siddipet) : The Hon. Members from Andhra Pradesh who had met. were assured that survey had been done and that would be included.

SHRI RAM VILAS PASWAN : That assurance still stands...*(Interruptions)*

[English]

MR. SPEAKER : Please listen to the hon. Minister. he is responding and. I think. he is responding well.

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : In Uttar Pradesh. priority is being accorded to the work of doubling the railway lines- Ghazibad-Moradabad and Meerut-Muradnagar...*(Interruptions)*

[English]

They have their own problems. Everything cannot be included in one Budget...*(Interruptions)*

[Translation]

Ghaziabad-Moradabad and Meerut-Muradnagar lines are being doubled on priority basis in U.P. and the work of doubling the Gouda-Budhal line has been taken in hand..*(Interruptions)*

[English]

SHRI SHIVANAND H. KOUJALGI (Belgaum) : Sir. you were reading the paragraph on Karnataka and you stopped in-between.. *(Interruptions)*

[Translation]

SHRI RAM VILAS PASWAN : In Karnataka. survey work for new rail lines from Dharwad to Belgaon via Kittur and Sogal. is being undertaken. taking into consideration the demand from the Hon. member from that State.

Bridge construction work on the Saryu river in Ayodhya is being given priority. necessary funds have been provided to the State Govt. for acquiring land for

the purpose and that work is in progress. Work will be started soon after the acquired land is made available to us and soon the bridge will be constructed. I have also decides to complete soon the work of gauge conversion of the line from Gorakhpur to Chhitoni.

Survey work for new line from Lalitpur to Singranli is in progress and its report is likely to be available by 31.8.96. After its scrutiny survey report will be sent to the Planning Commission for their approval ...*(Interruptions)* It is in detail...*(Interruptions)*

[English]

MR. SPEAKER : If every body stands up like this then there would be no end to it.

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : Talks have been held with all the hon. Members, who were sitting on Dharna. We have told them, they have agreed, report will come ...*(Interruptions)*. Please listen about Uttar Pradesh, then you many speak...*(Interruptions)*

[English]

MR. SPEAKER : Please sit down. That is not the way. He has answered it.

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : Hon. members from Uttar Pradesh had emphasized upon the rail gauge conversion of Mathura - Kasganj - Kanpur rail line. Having regard to the desire of members we have agreed to it and orders for starting the work are being issued. This work will prove to be very significant from the angle of traffic on this line.

Having consideration for the demand from Hon. members of Rajasthan, I have ordered that the work of updating survey of the new line from Doongarpur to Ratlam via Banswara should be undertaken immediately ...*(Interruptions)*

[English]

MR. SPEAKER : This is not Question hour

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : We have accepted rail gauge conversion of Ajmer, Chittorgarh, Udaipur. Orders are being issued to start work on its first phase between Udaipur and Mavali...*(Interruptions)*

PROF. RASA SINGH RAWAT (Ajmer). Hon. Minister should clearly state about the rail line from Ajmer to Chittorgarh. Survey was done earlier also.

SHRI RAM VILAS PASWAN : We have passed orders regarding the work, not regarding survey.. *(Interruptions)*

[English]

MR. SPEAKER : No, no, please do not disturb like this. It is not correct. Mr. Minister, you please carry on.

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : I shall real again. Please listen that we are working. We have accepted gauge conversion programme of Ajmer, Chittogarh, Udaipur and orders are under issue for starting work on its first phase between Udaipur and Mavali.

The Hon. Member from Sikkim demanded relinkage of the broken railway system there. Having regard to the expectations of the people of the State .. *(Interruptions)*

[English]

MR. SPEAKER : Now, you please sit down. Do not behave like this here. I am standing and now you plese sit down. You will not get your things done if you interrupt like this. This House belongs to everybody, to the whole country. The Minister is responding to the debate very positively. You should be grateful.

(Interruptions)

MR. SPEAKER : Later on we shall see. Otherwise you would not be able to hear him.

(Interruptions)

Cut Motions (Token)

SHRI SANTOSH KUMAR GANGWAR (Bareilly) : Sir, I beg to move :

[Translation]

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to change Izzatnagar railway coach repair unit into a coach manufacturing factory, North-Estern Railway] (61)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to make provision of funds for the moderanisation of Bareilly Junction railway station Northern Railway.] (62)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to give priority to gauge convesion of Bareilly-Pilibhit railway line.] (63)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need for gauge converstion of Lalkuan-Barelly-Mathura-Agra line] (64)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to run an inter-city train between Bareilly and Delhi.] (65)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to run a Superfast train on Delhi-Bareilly-Lucknow line.] (66)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to attach an additional chair car coach in all trains for the convenience of daily commuters.] (67)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to attach a pantry car on all trains of Northern Railway running on Jammu Tawi-Amritsar route.] (68)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to run the proposed Delhi-Lucknow-Patna Shatbadi Express *via* Bareilly.] (69)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to run Sadbhavana Express *via* Bareilly.] (70)

"That the demand under the head railway board be reduced by Rs.100."

[Need to change the name of Dibnapur Railway station (North-Eastern) Railway to Ram-Dham station.] (71)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to provide halts of Kisan and Janata Express (Northern Railway) at Clutterbuckganj-Nagaria Sadat and Bhitaura Railway Station] (72)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to develop Chanati Railway Station (Northern Railway) into Bareilly Cantt. railway station.] (73)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need for electrification of Delhi-Bareilly-Lucknow railway line.] (74)

SHRI JAGAT VIR SINGH DRONA (Kanpur) : Sir, I bet to move :

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to provide stoppage for all Mail/ Express trains at Govindpuri Station in Kanpur.] (110)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to improve passenger amenities at Kanpur Central station.] (111)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to improve security arrangement at Kanpur Central station.] (112)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to run New Delhi-Lucknow Shatabdi Express from Lucknow in the morning instead of evening] (113)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to advance departure time of Prayagraj Express from Allahabad by half an hour.] (114)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to delay the departure time of Prayagraj Express from New Delhi by one hour.] (115)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to reserve one second AC Coach out of three in Prayagraj Express for Kanpur to meet heavy traffic demand] (116)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to double the reservation quota for Kanpur Central sation in all trains and in all classes.] (117)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to increase emergency reservation quota at Kanpur Central and provision of the same in all important trains.] (118)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to provide atleast six city railway booking agencies at Kanpur to cater for the need of its huge area and population] (119)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to provide PCO facility at all platforms at Kanpur Central.] (120)

"That the Demand under the Head 'Railway Board' be reduced by Rs.100."

[Need to accomodate all vendors who are next of kin of decease vendors but have not been provided stalls so far at Kanpur Central.] (121)

"That the Demand under the Head 'Operating Expenses - Traffic' be reduced by Rs. 100."

[Need to construct a fly-over on Kanpur-Allahabad highway near Central Ordnance Depot in Kanpur.] (122)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to construct a fly-over near Hallet Hospital in Kanpur.] (123)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to upgrade Govindpuri Station to share the increase traffic load at Kanpur Central Station.] (124)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to upgrade cleaning and maintenance yard at Kanpur Central to cater for new trains to begin from Kanpur.] (125)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to expand Kanpur Central station to cope with increased traffic load.] (126)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to attach second class reserved coaches from Kanpur in trains to Jammu-Tawi.] (127)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to introduce a direct train from Kanpur to Madras to cope with the huge traffic to south.] (128)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to introduce a direct train from Kanpur to Dehradun *via* Lucknow, Moradabad and Haridwar.] (129)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to introduce a passenger train between Gorakhpur and Jaipur *via* Sawai Madhopur - Nivai.] (130)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to introduce an express train between Howrah and Jaipur *via* Sawai Madhopur -Navai.] (131)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to attach pantry car in Taj Express leaving Nizamuddin station.] (132)

"That the Demand under the Head 'Operating Expenses - traffic' be reduced by Rs. 100."

[Need to double the track between Kanpur and Jhansi for Up and Dn trains.] (133)

"That the Demand under the Head 'Miscellaneous Working Expenses' be reduced by Rs. 100."

[Need to provide education and medical facilities to vendors and their families.] (134)

"That the Demand under the Head 'Miscellaneous Working Expenses' be reduced by Rs. 100."

[Need to increase selling commission to Banta vendors] (135)

"That the Demand under the Head 'Miscellaneous Working Expenses' be reduced by Rs. 100."

[Need to improve hygienic conditions of stalls at all railway stations] (136)

"That the Demand under the Head 'Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to improve sanitation conditions at Kanpur Central Station] (137)

"That the Demand under the Head 'Miscellaneous Working Expenses' be reduced by Rs. 100."

[Need to improve quality of food and catering services in trains.] (138)

"That the Demand under the Head 'Miscellaneous Working Expenses be reduced by Rs. 100."

[Need to improve the standard of maintenance of passenger coaches in the trains.] (139)

SHRI AMAR PAL SINGH : Sir, I beg to move :

"That the Demand under the Head Assets-Acquisition construction and Replacement be reduced by Rs. 100."

[Need to provide a railway line from Daurala to Hastinapur on Northern Railway by constructing new Railway line] (160)

SHRI RADHA MOHAN SINGH (Motihari) : Sir, I beg to move :

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to connect Hazipur-Saugauli, *via* Lalganj-Baishali-Kesria-Arera with rail line] (242)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to repair rake handling siding of Motihari railway station] (243)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to modernise Motihari railway station] (244)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide computerised reservation facility at Motihari railway station] (245)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to improve condition of Muzaffarpur railway canteen.] (246)

"That the Demand under the Head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct an overbridge between Balwa chowk and District School at Motihari railway station] (247)

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Sir, I beg to move :

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to convert the Bandikui-Agra railway line into broad gauge line.] (319)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to provide cellular phone to railway guards to prevent accidents.] (320)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to run shuttle trains between Bandikui and Ringus to streamline commuter traffic in Jaipur] (321)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to run a train between Ajmer-Delhi *via* Haridwar Rishikesh linking Haridwar and Pushkar] (322)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to provide a halt to the passenger train running between Kota and Jaipur at Chaksu.] (323)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to extend the Kota-Jaipur train upto Indore.] (324)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to boost exports from the Export House at Jaipur.] (325)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to Provide more containers and rationalising their freight structure *vis-a-vis* road transport] (326)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need for early departure of Inter-city train originating from Jaipur in the morning to arrive early in Delhi.] (327)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to change the name of Inter-city Express to Gulabi Nagar Express (Pink City Express) or Sant Jhulelal Express.] (328)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to grant 50 per cent concession in railway fare to senior citizens on the pattern of air fare.] (329)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to further extend the Chittaurgarh-Udaipur Broad gauge line.] (330)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to start an over night passenger train between Ajmer-Delhi on 13 Up/14 Dn meter gauge line.] (331)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to attach 2 or 3 coaches in Mussorie Express and Puja Express from Jaipur for Haridwar.] (332)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to take up the work relating to conversion of Ajmer Ahmedabad line into broad gauge line at an early date.] (333)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to run a Rajdhani Express for Delhi *via* Ahmedabad and Jaipur.] (334)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to provide a halt for 2956/2955 Bombay Jaipur train at Durgapur railway station.] (335)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100"

[Need to provide a halt of 2414/2413 Puja Express at Gandhinagar railway station.] (336)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to remove the distance restriction on concession given to senior citizens.] (548)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to introduce a direct train between Jaipur and Haridwar.] (549)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to introduce a weely train between Jaipur and Trivandrum.] (550)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to introduce an over-night passenger train between Ajmer and Delhi on metre gauge line.] (551)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to attach 2-3 direct coaches from Jaipur to Haridwar in Pooja Express.] (552)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to start conversion of Jaipur-Ahmedabad metre gauge railway line into broad gauge.] (553)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to run one of the two mail express trains running between Jaipur and Ahmedabad from Jaipur to Ahmedabad *via* Vododara] (554)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to run the over-night Jaipur-Ahmedabad Express train *via* Palanpur and Abu-Road.] (555)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to run one of the Rajdhani Express running between Delhi and Mumbai *via* Ahmedabad and Jaipur.] (556)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to provide 50% concession to all journalists in AC second class.] (557)

"That the Demand Under the 'Head Railway Board be Reduced by Rs. 100."

[Need to extend senior citizen travel concession to persons of 60 years and to increase travel concession for them from 25% to 50%] (558)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to open more computerised ticket windows at Jaipur railway station.] (559)

"That the Demand Under the 'Head Railway Board' be Reduced by Rs. 100."

[Need to increase number of passenger trains between Jaipur and Rewari and to allow monthly season ticket holders in all trains.] (560)

DR. LAXMINARAYAN PANDEY (Mandsaur): Sir, I beg to move :

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide stoppage of August Kranti Rajdhani Express at Ratlam Station of Western Railway.] (337)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to maintain status quo in respect of facility of Chetak passenger train at Ratlam-Neemuch section and reservation facility at Jawra, Mandsaur and Neemuch stations.] (338)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to increase reservation quota in Meenakshi Express at Jawra station on the

Ratlam Division of Western Railway keeping in view its religious and historical importance.] (339)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to provide stoppage facility at Jamunia Kalan Railway station of Ratlam section of Western Railway and to reintroduce two trains from Ajmer and Ratlam which were discontinued earlier.] (340)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to restructure Railway Board in view of the constant expansion of railways and with a view to streamlining Railway Administration.] (341)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to open new Regional Zonal Offices including One in Rallam in view of the expantion of Railway Network.] (342)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need for early completion of broad gauge conversion work of Neemuch-Tatlam railway line.] (343]

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need for early construction of over bridges at Ratlam. Jawra. Mandsaur and Neemuch Railway Stations.] (344]

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to extend platform sheds at Mandsaur. Jawra. Neemuch. Shamgarh and Garoth stations in Ratlam and Kota Divisions of Western Railway for the convenience of passengers.] (345)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to provide stoppage of Inter-City Express (Nizamuddin-Indore) at Suwasara in Kota Division of Western Railway for convenience of passengers and also to increase the Rail Revenue.] (346)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to provide stoppage of Jaipur (Durgapur) Mumbai passenger train at Shamgarh Station in Kota Division of Western Railway for convenience of passengers and also to increase the Rail Revenue.] (347)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to provide stoppage of proposed Jaipur-Madras train at Shamgarh station for the convenience of passengers.] (348)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to replace the old steam engines by diesel engines of several passenger trains running on Mahu-Chittorgarh Section of Western Railway.] (349)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to introduce shuttle or Inter-City passenger trains Mahu-Ratlam and Tatlam-Neemuch Section.] (350)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to start computerised reservation at Neemuch station of Western Railway.] (351)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to introduce a train between Neemuch and Delhi via Kota on broad gauge line in Western Railway.] (352)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to renovate the 1st and 2nd class waiting rooms of Jawra. Neemuch and Mandsaur stations in Ratlam Division in Western Railway.] (353)

"That the Demand Under the Head 'Assets-Acquisition. Construction and Replacement' be Reduced by Rs. 100."

[Need to provide reservation from Delhi to Ratlam in II general and IIAC class in the Mumbai-Jammu Tavi and Ahmedabad-Jammu Tavi trains.] (354)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide accommodation facilities to the Railway Employees at Mandsaur, Jawra and Neemuch in Western Railway.] (355)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to renovate the railway road leading to Jawra, Malhargarh Railway stations (Western Railway.] (356)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide proper facilities for loading and unloading of goods at Jawra, Mandsaur and Neemuch.] (357)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to increase the number of general bogies in every passenger train for the convenience of passengers.] (358)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide MST Coach for daily passengers.] (359)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to re-introduce 111-112 Ratlam-Bhopal night train in Western Railway.] (360)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to introduce a passenger train on Khandwa-Ajmer Section of Western Railway for the convenience of the passengers.] (361)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to attach five more bogies in the Meenakshi Express running on Ratlam-Ajmer Section of Western Railway for the convenience of the passengers.] (362)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to make adequate lighting arrangements at Mandsaur, Neemuch, Jawra station of Ratlam-Division and Raigarh station of Kota Division in Western Railway.] (363)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to open water huts at Mandsaur, Neemuch and Jawra stations of Western Railway keeping in view the continuous shortage of water supply.] (364)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to Modernise and provide latest medical facilities to the railway hospital in Ratlam Division of Western Railway.] (365)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide educational facilities to the children of guards, conductors and Ticket Inspectors in the Western Ralway.] (366)

SHRI DWARKA NATH DAS (Karimganj) : Sir, I beg to move :

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide modern facilities at Karimganj station in Assam.] (388)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to modernise the Badarpur Railway Junction.] (389)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to lay new rail lines in Karimganj.] (390)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide amenities at Ailakandi railway station.] (391)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need for the modernisation of Atakhal railway junction.] (392)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to construct new rail line upto Dulavchadha railway station. Ranpur.] (393)

VAIDYA DAU DAYAL JOSHI (Kota) : Sir, I beg to move :

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to check large scale theft in passenger trains.] (412)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to improve cleanliness in the passenger trains of Western Railways.] (413)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to take measures to improve cleanliness at main platform of Kota junction in Western Railway.] (414)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to improve catering service in the Western Railway, particularly the quality of food supplied from Shyamgarh.] (415)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to make provision for reserving seats in August Kranti Express and making reservation for Mumbai from Kota junction of Western Railway.] (416)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide modern amenities at Dakanya Talav station of Kota in Western Railways.] (417)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to run an Express train between Kota and Bina.] (418)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert one of the trains : Kota-Bhopal, Kota-Damoh or Kota-Bina into an Express train.] (419)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to construct an over-bridge *via* Malgodawn at Kota for the convenience of Railway employees.] (420)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to construct an overbridge on Kota-Rangpur road at the earliest.] (421)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to construct an overbridge near Gudli on Kota-Keshoraiparan road at the earliest.] (422)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide a stoppage of local trains running between Kota and Agra at old Rainagar railway station so that pilgrims going to Kamaleshwar Mahadev may get transportation.] (423)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide a halt of Avadh Express at Darah station in Kota district of Western Railways.] (424)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide a halt of Dehradun Express at Kapasan station in Bundi district of Western Railway.] (425)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide halt of Jaipur Super Fast and Avadh Express at Keshoraiparan pilgrimage in Bundi district of Western Railway.] (426)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need for expansion of railway yard and wagon repairing factory at Kota.] (427)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to stop theft of tons of iron from railway yard and wagon repairing factory, Kota.] (428)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to stop harassment of passengers from Delhi and Mumbai by police at Mathura and Ratlam stations of Western Railway.] (429)

PROF. RASA SINGH RAWAT (Ajmer) : Sir, I beg to move :

"That the Demand Under the Head 'General Superintendence and Services on Railways' be Reduced by Rs. 100."

[Need to make railway more efficient, effective and profit earning undertaking.] (488)

"That the Demand Under the Head 'General Superintendence and Services on Railway's be Reduced by Rs. 100."

[Need to check incidents of thefts and snatching in trains.] (489)

"That the Demand Under the Head 'General Superintendence and Services on Railway's be Reduced by Rs. 100."

[Need to make railway services more useful for public and maintain security-protection in trains and to observe punctuality and regularity in Railways.] (491)

"That the Demand Under the Head 'General Superintendence and Services on Railway's be Reduced by Rs. 100."

[Need for proper maintenance of retiring rooms, water huts and public conveniences at railway stations.] (492)

"That the Demand Under the Head 'General Superintendence and Services on Railway's be Reduced by Rs. 100."

[Need to make all round development of Beawar, Kishangarh, Naseerabad, Vijaynagar stations and expand their platforms according to the need of broad gauge trains.] (493)

"That the Demand Under the Head 'Repairs and Maintenance of 'Motive Power' be Reduced by Rs. 100."

[Need to make adequate arrangements for maintenance of diesel engines at Loco factory at Ajmer and diesel engine factory at Abu Road.] (494)

"That the Demand Under the Head 'Repairs and Maintenance of 'Carriages and Wagons' be Reduced by Rs. 100."

[Need to undertake repair and maintenance work of coach and wagons at Loco and Carriage factories of Ajmer at a large scale.] (495)

"That the Demand Under the Head 'Repairs and Maintenance of 'Carriages and Wagons' be Reduced by Rs. 100."

[Need to start work after provision of rail lines at Loco and Carriage factory, Ajmer according to the broad gauge line requirements.] (496)

"That the Demand Under the Head 'Repairs and Maintenance of 'Carriages and Wagons' be Reduced by Rs. 100."

[Need to start manufacturing of railway coaches at Ajmer Loco and Carriage factories.] (497)

"That the Demand Under the Head 'Repairs and Maintenance of 'Carriages and Wagons' be Reduced by Rs. 100."

[Need to modernise Ajmer Loco and Carriage factories according to the need of broad gauge lines.] (498)

"That the Demand Under the Head 'Repairs and Maintenance of 'Carriages and Wagons' be Reduced by Rs. 100."

[Need to dispose of railway scrap and waste lying at Loco and Carriage factories, Ajmer and different stations.] (499)

"That the Demand Under the Head 'Operating Expenses-Rolling Stock and Equipment' be Reduced by Rs. 100."

[Need for timely maintenance, Painting and repairing of railway coaches and wagons.] (500)

"That the Demand Under the Head 'Operating Expenses-Rolling Stock and Equipment' be Reduced by Rs. 100."

[Need to provide adequate number of wagons at Beawar, Kishangarh, Ajmer and Bhilwara stations for loading and unloading of goods.] (501)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to extend Puja Express (Jammu tavi-Jaipur) upto Ajmer.] (502)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to introduce a night train on broad gauge between Delhi and Ajmer immediately.] (503)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to introduce inter-city trains between Ajmer and Delhi and Ajmer and Jaipur.] (504)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to introduce a new train Tirthyatra Express on broad gauge between Ajmer and Hardwar *via* Delhi.] (505)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to introduce Swarn Express on broad gauge between Ajmer and Amritsar.] (506)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to start two trips of recently introduced Ajmer-Jaipur link Express and to make arrangement of booking of tickets at Ajmer itself for the passengers of this train tending to undertake onward journey.] (507)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to introduce a Shuttle train on broad gauge line between Ajmer-Phulera-Jaipur for the convenience of rural and general passengers.] (508)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to extend Rewari-Jaipur-Phulera train upto Ajmer.] (509)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to introduce a daily train between Jaipur and Madras.] (510)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to run Ahmedabad-Agra Fort train on Ahmedabad-Ajmer-Jaipur metre gauge line.] (511)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need early convertion of Bandikui-Agra fort metre gauge line into broad gauge.] (512)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert playground of Loco and Carriage Factory, Ajmer into a well equipped ultra modern stadium.] (513)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need to make Railway Board more efficient.] (514)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need to provide jobs to the children/dependents of Railway employees who died in harness on humanitarian grounds.] (515)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need to provide better railway service and facilities to the passengers and observance of punctuality.] (516)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need to provide railway wagons in time according to the requirement.] (517)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need to stop incidents of travelling without tickets and theft on trains.] (518)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need for open Railway Zonal Headquarter at Ajmer.] (519)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need to reconstitute Ajmer railway division.] (520)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need to develop Railway Bisit Institute, Ajmer as a welfare centre.] (521)

"That the Demand Under the Head 'Railway Board' be Reduced by Rs. 100."

[Need for expansion of Ajmer railway hospital and also to provide C.T. scan facility there.] (522)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to run Ajmer-Delhi-Bareilly weekly train daily.] (523)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to increase speed of Chetak Express running between Delhi-Ajmer-Udaipur.] (524)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to restore Shatabadi Express between Delhi-Ajmer *via* Jaipur at the earliest.] (525)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to restore Ajmer Kachiguda Meenakshi Express.] (526)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to run Garib Nawaj Express/Link Express on Udaipur-Ajmer-Phulera-Reengus-Rewari metre gauge line.] (527)

"That the Demand Under the Head 'Operating Expenses-Traffic' be Reduced by Rs. 100."

[Need to restore Jodhpur Mail between Sarai Rohilla, Delhi and Jodhpur *via* Ajmer as earlier and also to attach a 1st Class coach to this train.] (528)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert Ajmer, Aburoad-Mehsana metre gauge line into broad gauge without further delay.] (529)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert Ajmer-Bhilwara-Chittorgarh-Udaipur metre gauge line into broad gauge line.] (530)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to lay new railway line between Ajmer and Pushkar.] (531)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert Rewari-Ringus-Phulera metre gauge line into broad gauge line.] (532)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert Ajmer-Khandwa-Purna metre gauge line into broad gauge line.] (533)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert Marwarh Junction-Jodhpur and Marwarh junctions Udaipur metre gauge line into broad gauge line.] (534)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to double Delhi-Ajmer-Ahmedabad broad gauge line.] (535)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to conduct a survey for laying a new railway line *via* Ajmer-Naseerabad-Kekadi-Dewali-Kota.] (536)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to conduct a survey for laying a new railway line *via* Ajmer-Kishangarh-Rupangarh-Parbastar-Makrana.] (537)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to conduct survey and for laying a new railway line *via* Medta-Pushkar-Ajmer.] (538)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to conduct a survey for laying a new railway line *via* Ajmer-Naseerabad-Masooda-Ramgarh-Bandnor-Bhim-Devgarh.] (539)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to provide facilities like halt, shunting and cleaning etc. trains of gauge at Ajmer railway station.] (540)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to construct an overbridge near station on Kishangarh Madanganj-Makrana road.] (541)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to increase height and width of 100 years old Martindal bridge near Kesharganj Ajmer on Ajmer-Aburoad railway line.] (542)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to construct an overbridge near carriage factory on Ajmer-Aburoad and Ajmer-Chittorgarh railway line.] (543)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to to construct an overbridge or a subway at Mill road Beawar on Beawar-Marwarh Junction road.] (544)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to construct overbridges at Gulabbari crossing between Madar and Ajmer and between Madar-Tabiji at Srinagar road, Ajmer.] (545)

"That the Demand Under the Head 'Assets-Acquisition, Construction and Replacement' be Reduced by Rs. 100."

[Need to convert Madar-Tabiji railway by-pass metre gauge line into broad gauge line.] (546)

[Translation]

SHRI RAM VILAS PASWAN : The Hon. Member from Sikkim has demanded that the broken rail system there should be re-established. Keeping in view the aspirations of the people of that State we have decided that survey should be done immediately.

I have decided to start survey work for new narrow gauge rail line in Andaman-Nicobar islands and that further steps be taken after survey work is completed. I have also decided to present one Toy Train as a gift to those islands as a gesture of our goodwill to the people there.

Hon. Members have demanded during the debate on Railway Budget, for effecting improvement in the condition of railway coaches and new rail services in their respective areas. It is known to all that there is constant shortage of rail coaches and locomotives and it is not possible to meet the entire demand. For that reason old coaches also have to be used. So far as the question of improving the condition of rail coaches in the existing trains is concerned, vigorous efforts are being made in that direction. For improving their condition, the system of inspection is being strengthened and special attention is being paid to their maintenance work. I hope that there would be gradual reduction in complaints on that score...*(Interruptions)*

Question of stadium of West Bengal was raised in the debate. All the needful has been done including the allocation of necessary funds. ...*(Interruptions)*. We shall discuss it later on...*(Interruptions)*

JUSTICE GUMAN MAL LODHA (Pali) : You had a talk, what happened to that?...*(Interruptions)* What happened to the new railway line? ...*(Interruptions)*

SHRI RAM VILAS PASWAN : It is under examination. ...*(Interruptions)*

JUSTICE GUMAN MAL LODHA : You had committed. ...*(Interruptions)*

SHRI RAM VILAS PASWAN . We are considering all that. *(Interruptions)* You give disappointing judgement so soon. Please listen first to what I say...*(Interruptions)*

JUSTICE GUMAN MAL LODHA : What happened to your commitment made in the Committee?

SHRI RAM VILAS PASWAN : In regard to starting new railway trains I would say that despite shortage of rail wagons and locomotives etc. We having regard to the demand of people, decided to start following new railway trains :

Diesel Push Pull Service between Delhi and Rohtak. An EMU Service will be started between Mathura and Delhi to meet the demand of daily commuters, heavy traffic of Mathura and Palwal.

A railway train is running twice in a week between Bangalore and Mumbai via Hubli after completion of track conversion between Bangloare and Miraj. ...*(Interruptions)* Please listen me first. On the demand of Hon. Members, this train service is going to be made a daily service.

Considering the demand of the Hon. Members from Kerala, it has been decided that after the completion of Konkan Railway, Rajdhani Express train will be operated once in a week between New Delhi and Trivandrum Via Madgaon/Mangalore, which would link Goa with Delhi. With its introduction, separate Rajdhani Express trains will be available for Madras and Tiruvanantpuram.

I had stated in my budget speech that after suspending Rampur Hat-Wardhaman passenger train, Howrah-Bolpur-Rampur Hat Express train will be started. But some Hon. Members urged that Rampur Hat-Wardhaman passenger train should also be continued. Having regard to their desire I decided not to suspend that train.

A new railway train is being introduced between Jodhpur and Jaisalmer, which will start in the evening to

reach its destination the next morning. It will result in develoment of tourism.

A direct railway train is going to be started from Madras to Pondicherry. It has been decided in the interest of passengers convenience to extend the Pondicherry-Tiruvanallai passenger railway train upto Tirupati, which will start in the evening and reach in the morning.

A broad gauge shuttle service between Ajmer and Jaipur is being introduced to meet heavy rush of daily commuters.

Having regard to the need of hill areas of Uttar Pradesh, a link Express train will be run from Kotdwar to Najibabad, which will enable linkage with Mussoorie Express. It will facilitate direct train service between Delhi and Kotdwar and would evade waiting period at Najibabad.

An additional Ramnagar-Moradabad shuttle service will be started, apart from Ramnagar-Moradabad sector link Express train mentioned in the budget speech.

With a view to providing service between Delhi and Degona, an additional passenger between Ratangarh and Degona will be started, which will be linked with Shekhawati Link Express train. This will result in evading unnecessary waiting at Ratangarh.

Mainline Electrical Multiple Unit (MEMU) service on Vijaiwada-Guntur-Tennali sector on the South-Central Railway will start functioning on or before 1 September, 1996.

On the demand of Hon. Members, the Shimla mail service between Kalka and Amritsar which was discountinued some years back will again be started.

Hon. Members from Punjab made a special demand that the train running between Amritsar and Mumbai should be named as "Golden Temple". Giving due weightage to the feelings of the Hon. Members, it is decided that in future the name of the Frontier Mail be changed to 'Golden Temple Mail'. Is it ok? Now you may greet it with clapping.

The Hon. Members demanded increase in frequency of Rajdhani trains between Bhubaneswar and Bangalore. The main reason for not meeting this demand is the shortage of wagons in Rajdhani trains. Even then having due regard to the sentiments of the Hon. Members, I have issued orders that more and more wagons of Rajdhani trains be manufactured during 1996-97 to make up the shortage of coaches to some extent. After availability of more such coaches during the current financial year the Delhi-Bhubaneshwar Rajdhani Express and Nizamuddin Sikandrabad-Banglore Rajdhani Express will be run twice instead of once in a week. Now you should clap. You were agitating then...*(Interruptions)* All have moved cut motions on Bihar.

Hon. Members from Mumbai demanded during the discussion the facility of reservation for ladies given recently in suburban trains should be continued. I, therefore, decided to extend the time of reservation in 1st class for ladies upto 9 P.M., which was earlier from 6 A.M. to 8.P.M. in sub-urban trains on the Western and Central Railways.

Radhani service between Delhi and Ahmedabad will be introduced once in a week after conversion of entire Delhi-Ahmedabad track.

Hon. Members mentioned during the discussion on Railway Budget about great hardships being caused due to shortage of unreserved passenger compartments in trains for second class travellers and they experience difficulties in getting a seat in long-distance trains. I, therefore, issued directions for making provision of atleast two unreserved second class compartments in long-distance trains in future...*(Interruptions)*

[English]

At least two coaches will be attached in every train.

[Translation]

Hon. Members have demanded AC facility in every mail express train. So I decided to increase production of such coaches in a planned manner and in every long distance mail express train running during night one AC two-tier or three-tier compartment will be attached.

Hon. Members have specifically stressed upon the need to improve the condition of coaches in trains running in backward and tribal areas. I want to say one thing in this regard for your serious consideration.

What is happening is that gauge conversion work has been going on very speedily for the past few years and by to date 21000 kilometer meter gauge and narrow gauge conversion programme has been indicated in the Action plan for its completion during the Ninth Plan period. Now, if it is placed in Action plan move than 8000 kilometers cannot come in it. Then 13000 kilometer meter gauge and narrow gauge conversion work remaining in balance. This is in the areas which are backward areas, desert areas and which fall in Bihar and Bengal and in southern parts of the country. Thus 13000 kilometer remaining in balance will have to face a natural death. Meter gauge coach manufacture work has been stopped for the last three years. So biggest problem before us is whether we shall allow meter gauge to die like this. Hon'ble Members have a complaint about lack of bath rooms in trains, broken windows etc. All our railway coaches are Coverage. Manufacture of meter gauge coaches has been stopped, so we should think over it, and when there is need I

shall discuss about it with Hon. Members. The Britishers had left 54,000 kilometer railway live while leaving India. We have added 8000 km. rail line. But in 13000 rail live of meter gauge and narrow gauge is discontinued. none can stop spread of dissatisfaction among people in those areas. On one hand the railways are making efforts to enhance main sources of income and to check deficit in the working of railways. So the railways should adopt profitable schemes, and pessenger traffic is even otherwise unprofitable, and more so in backward areas it is more unprofitable. So I have brought the actual position to the notice of Hon. Members for consideration.

Mobile staircases will be provided at Vijaywada Rly. station, for which necessary financial allocation has been made. In addition, to it, one computerised reservation centre will soon be set up in the city at Bainj circle.

Hon. Members form Mumbai have alleged discrimination against Mumbai saying that only Rs. 29.25 crore have been allocated for Mumbai under the Mumbai Metropolitan Project for the year 1996-97, which is not the correct position. I may inform the Hon. Members that apart from this allocation of Rs. 29.25 crores made under Mumbai Metropolitan Project Rs. 49 crores under the Central Railway and Rs. 16 crores under the Western Railway have been provided for Mumbai. Thus under the MTP Plan Head, there is provision of Rs. 94.25 crores for Mumbai for this year, which is half of Rs. 190 crores under this year's MTP Plan Head. I may inform the Hon. Members further that it does not include the provision of Rs. 100 crores to be spent by SIDCO. I personally went to Bombay. There is great demand to enhance peak period sub-urban rail services. But an account of operational problems, line capacity and terminal difficulties, it is not possible to augment these services. Hence, it is decided that at the most, 8-coach local trains should be allowed to contain 12 coaches. So, the number of present 104 trains having 12 coaches each have been increased to 445 each having 12 coaches. In addition, more coaches will be attached to the trains as the Central and Western Railways. After Belapur-Panwel railway line work is completed, more trains will be run in that area, and the number of local trains between Belapur and Andheri is going to be increased from four to sixteen. Chhatrapati Shivaji Terminal-Bandra local train will be extended upto Andheri during the current financial year. The number of Chhatrapati Shivaji Terminal - Andheri local trains will be increased from 20 to 66. To meet the long standing demand of Karjat-Khapoli section, its electrification work is being speeded up. Thereafter after completion of electification work direct EMU service will be operated from Khapoli to Chhatrapati Shivaji Terminal.

For providing facilities in rail services, computerisation of reservation of passenger tickets occupies an important place. For this purpose, computers have been installed at all important big stations. Decision has been taken to extend this facility to Guwahati, Shillong, Aizol, Itanagar, Kohima, Agartala, Gangtok and Imphal also, and necessary steps are being taken in that regard.

Computerisation done at Patna train, Patna South and Mahendraghat is being extended to Patna Sahib and Rajendra Nagar area also for reservation of railway tickets for passengers.

We are establishing contacts with universities to obtain suitable places, where we may be able to install computers for the facility of railway passengers to get their railway tickets reserved. This will be benefit to students as also the public.

Like Andman-Nicobar islands facility of reservations going to be provided in Lakshadeep also.

Hon. Members have greatly stressed upon the need of improving the catering services in the railway trains and concern has been expressed at poor quality of food being served in trains. Presently, departmental catering system and private catering contractor system are both functioning at railways for providing catering service to the railway passengers. I have no hesitation to say that there is utmost need of improving the catering services in railway trains and stations. So we have decided to review the working of private contractors in this direction. With a view to bringing professionalism in railway catering, we are going to set up one Indian Railways catering and tourism corporation. It is hoped that this step will result in uplifting the standard of catering etc. in railways for the benefit of passengers.

Hon. Members have complained during the discussion on the Railway Budget that T.T.E. is not always available in railway coaches. The Railway Administration has, therefore, decided that one T.T.E. will be kept in every second class coach.

19.00 hrs.

Some Hon. Members have given vent to their anguish over railway accidents. As the Hon. Members are aware, safety is the foremost thing for us in the operation of railway services. Inspite of effecting various improvements in the direction of providing safety measures, it is infortunate that railway accidents occur. Human failure is the main cause for most of the railway accidents. As I mentioned in my Budget speech, special steps are being taken in this direction. I have also decided that not only the concerned employees will be taken to task and action taken against them but even the higher officers will be held responsible and action

will be taken against them also for railway accidents. In addition, more plan allocation for safety works has been decided to be made for signal and telecommunication system, which also will improve safety arrangements and result in reduction in the number of accidents in future.

Hon. members have expressed grave concern over the danger of sinking of railway line from Dhanbad to Pathradih due to fire calamity in underground coal mines. As per the report of B.C.C.L. there is no danger to the railway line. But, I have directed that an expert committee be set up to find out full facts and make suggestions for its solution, which shall submit its report to the Ministry within one month.

After gauge conversion it is necessary to make Hubli Workshop fit and suitable for doing P.O.H. of passenger coaches of broad gauge lines. So it is decided to provide Rs. crore more for this purpose, so that this work may be completed soon.

Mr. Speaker, the House is aware that many gauge conversion works have been accomplished in Poorvanchal. Keeping that in view a project of setting up a diesel loco shed at Samastipur at an estimated cost of about 15 crores has been sanctioned. Its capacity will be to handle maintenance and repair of 50 locomotives. Construction of this locoshed will be started during this year.

Hon. Members raised the point of construction of railway over bridges in their respective areas.

PFOF. RASA SINGH RAWAT : Ajmer has the biggest workshop of the railways. What efforts are being made to re-model it to meet the requirements of broad gauge?

SHRI RAM VILAS PASWAN : I shall get it examined and consider over it. Hon. Members have demanded construction of over-bridges in their respective areas. I want to inform the Hon. Members about it...*(Interruptions)* Please listen first.

SHRI BRAHMANAND MANDAL : Nothing has been told about Gamalpur as also about bridge at Mungher.

SHRI RAM VILAS PASWAN : My own house falls in Gamalpur. What are you telling me?...*(Interruptions)*

MR. SPEAKER : Please listen first.

(Interruptions)

SHRI RAM VILAS PASWAN : Please do not talk about Bihar in this phase. That is in next phase. About construction of railway over-bridges, I may tell the Hon. Members that under the existing arrangement, the proposals come from State Governments with 50% partnership in expenditure for construction of railway over bridges at level-crossings having heavy rush. The Railway Administration has already approved such earlier received proposals and delay in execution of work is mostly due to slackness on past of State Governments. There are several such over-bridges, where the railway adminstration has completed its work, but the State Government has still to complete its part of the work for constructing roads on both sides, as a result of which the public is unable to make use of the constructed railway over-bridges. Even then, I want to assure the Hon. Members that whatever proposals they may have for railway over-bridges in future, they should get the same submitted by the State Government. On receipt of proposals from States, positive action will soon be taken by Railway Ministry. I again assure this House that when 50% share of the cost of the work is received from the State Government. The entire work of the railway over-bridge will be completed by us within one year. You may give us the list of such proposals and the 50% share of the cost should be sent by the respective State Government. They say that they will spend the money first, but they do not spend money first. We shall do our part of the duty after share of the cost is received from the State Government by the Railway Administration.

Some Hon. Members have complained that Koilwar over-bridges is very old, nearly 100 year old and it is in a dilapidated condition. I got it examined. It was found that the bridge is safe. Necessary arrangements for the maintenance and upkeep of the bridge will be made in due course of time.

SHRI S.P. JAISWAL : Our State is under President's rule. Why are you making step-motherly treatment?

SHRI RAM VILAS PASWAN : Our friend recently mentioned about Ajmer workshop.

[English]

It is already in the printed book. The total cost is Rs. 5.65 crore. An allotment of Rs. 3.44 crore has been made in 1996-97.

[Translation]

Ajmer workshop's cost is Rs. 5.65 crore. You will be happy to note that Rs. 3.44 crore has been given during this year. I assure the Hon. Members that I shall try to do the utmost within the limited sources available with me. I am also concerned, rather more, as you are. Presently I am Miniser, but before it I was in the opposition. None is permanent here ...*(Interruptions)*. Mungher bridge's cost is Rs. 2000 crore. Where from the money needed will come? But it is time that about Mungher bridge, right from Pt. Jawaharlal Lal Nehru, from Smt. India Gandhi, all the Prime Ministers went there and made announcements. I also made an announcement. But how can one hundred year old bridge be replaced all at once?

[English]

I am coming to every important point. Please listen.

[Translation]

* SHRI BRAHMANANDA MANDAL : Please tell something about Jamalpur Railway workshop.

[English]

MR. SPEAKER : Mr. Mandal, please sit down.

[Translation]

SHRI RAM VILAS PASWAN : That Railway workshop will not be allowed to close down.

[English]

MR. SPEAKER : Mr. Mandal, please look at the Chair.

(Interruptions)

MR. SPEAKER : I am not going to give you any chance.

(Interruptions)

MR. SPEAKER : What kind of a Member are you?

[Translation]

SHRI BRAHMANANDA MANDAL : Mr. Speaker, just now reply has been given.

[English]

MR. SPEAKER : The Minister shall not reply to a Member who is asking questions without the permission of the Chair.

[Translation]

You will be given the chance after the reply is given.

[English]

I shall give you a chance to ask supplementary question. The Minister has also agreed to it.

[Translation]

Please listen. Thereafter ask the question you want to put. I shall allow you.

SHRI BRAHMANANDA MANDAL : Mr. Speaker, for Jamalpur Railway workshop he has not done anything. *(Interruptions)**

[English]

MR. SPEAKER : Nothing is going on record. Whatever Mr. Mandal has said, will not go on record. This is not the way to behave.

(Interruptions)

MR. SPEAKER : If Members behave like this, they will be wasting their time only. I will allow you to ask supplementary. What else do you want? The Minister is also willing to answer.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker, Hon. Members cooperation and partnership is very much expected for ensuring up-keep of railways, sanitation of railway stations and their proper functioning. For this purpose I have decided to constitute station supervision committees. Mr. Speaker, I would like to say again in this regard that we have many committees of zonal and divisional levels. But many complaints are received in spite of that, and the complaints are undoubtedly genuine. It is a matter of concern to me as well as to the entire House how to keep the things in order. If the Hon. Members are prepared, as I want to inform you after taking a decision, but I am not in a position to take a decision, many senior members are present here, eminent parliamentarians are sitting and many eminent personalities are present here, on such, I cannot order all, but if the Hon. Members are agreeable, all the members many be appointed chairman of all the station supervision committees falling within their respective constituencies, so that they may be able to look after all the problems. As these matters presently under the change of officers, they may convene or not convene a meeting at their choice, and therefore all such things arise.

[English]

This is my suggestion. Let it be discussed in the Advisory committee.

[Translation]

I shall place this issue in the meeting of the Advisory committee. Mr. Speaker, several Hon. Members participating in the discussion on the Railway Budget demanded regularisation of casual labourers. I want to assure them that I shall fully safe guard their interests and more than 56 thousand casual labourers will be regularised during 1997-98.

During the Railway Budget discussions some Hon. Members expressed concern over filling up of the reserved vacancies under promotional quota by treating them as unreserved and in violation of all rules and regulations and by reporting to direct recruitment and that the railways are not adhering to the directions issued for the reservation of operational and technical categories of posts. I have pleasure to inform the Hon. Members that in Railways there are 25% employees belonging to Scheduled Castes and Scheduled Tribes but in certain categories their number is less specially in the matter of tribals. I want to tell the Hon. Members that I have passed orders for putting a ban on direct recruitment and also on reservation of the reservation quota by promotion.

* Not Recorded

My. Speaker. as I told in my budget speech. more than 9000 posts of constables in R.P.F. in the railways will soon be filled up. Special consideration will be shown to the candidates of scheduled castes. scheduled tribes. minorities women and backward classes in this recruitment drive. This recruitment will he held in all the State capitals in the North-East of the country.

SHRI MANORANJAN BHAKTA (Andaman and Nicobar Islands) : This recruitment should also be held in Andaman and Nicobar Islands.

[English]

SHRI RAJESH PILOT (Dausa) : When you do the recruitment for RPF in the North-Eastern States. please have the conditions of measurement and physical requirements on the basis of local police standards because if you want a policeman of 5'8". in Nagaland he may not be available. So for the RPF recruitment standards of local police be taken into consideration in those States. You have to give that concession otherwise there would be no use of this.

MR. SPEAKER : You mean to say that they are available only for Speakership.

[Translation]

SHRI RAM VILAS PASWAN : Mr Speaker. Sir. I am grateful to Shri Rajesh Pilotji for saying a correct thing. Our areas in the country have various geographical situations. where there is natural height there is relaxation. I shall send a note to the Govt. of India that relaxation should be made in respect of such areas. This is a matter which concerns the Railway Ministry and the Government has to take a decision in this regard. So. a decision will be taken and a proposal regarding relaxation will be put up.

SHRI RAM TAHAL CHOUDHARY (Ranchi) : What will be done for our Chhota Nagpur area?

SHRI RAM VILAS PASWAN : Whatever will be done will include Chhota Nagpur area also.

I have passed orders for doing recruitment in Jammu - Kashmir and Ladakh areas also. so that people from those areas may conveniently reach recruitment centres without facing any difficulty. Hon Members. during the pre-budget discussion and debate on budget. had made several suggestions regarding privatisation for augmenting resources of railways. Railways will have to attract bigger financial institutions. industrial establishments. capital investment and leasing companies etc towards Indian railways with a view to enlarging its base by inviting private capital investment in it. But for small works. privatisation will not be in the interest of workers. So. I have decided not to resort to privatisation for smaller jobs like sanitation. up keep of railways. etc. In future. railways will handle such jobs themselves. What is there in sweeping and scavenging work. for which these items should be given on contract? Contractors should do other works like construction of Bridge at Patna....*(Interruptions)*

Mr. Speaker. at the time of independence. 80% of the entire traffic transport was borne by Indian railways. which has since reduced to only 40%. Its main cause is more development of road transport and less expenditure made on railway infrastructure. Railways are being looked at from a fresh angle now in every conuntry of the world. In India also several committees have recommended that railways is the best source in so far as environment. transport. cost and energy aspects are concerned. Hence more attention should be paid to railways in the interest of industrial and economic progress of the nation. For this purpose. State Governments are also expected to play their due role by treating expansion of railways as a part of rural development and by expending railways in rural areas and with this view they should think over spending a part of the funds allocated for rural development towards railways expansion programme. In addition. if the State Government provides land for railway line or other railway works free of cost. the railway industry will have to spend less to that extent on new railway lines. doubling of railway tracks and gauge conversion etc. programmes.

Some Hon. Members have expressed concern Cover less provision made by railways and some plan heads like new railway lines. gauge conversion. doubling of railway tracks. signal and tele-communication system. I want to tell in this connection that during this year Rs. 219 crore have been given for new railway lines. which in more than the annual provisions made during the last four years. For gauge conversion also. Rs. 1000 crore are being given for the last two years. During this year also Rs. 1000 crore have been provided for gauge conversion. For doubling of railway tracks Rs. 300 crore have been provided during the year. Same amount of Rs. 300 crore was provided for doubling of tracks last year also. *(Interruptions)*

[English]

SHRI NIRMAL KANTI CHATTERJEE : Shri Paswanji. you have reduced it in real terms because of price rise. *(Interruptions)*

SHRI RAM VILAS PASWAN : I do realise that. What can I do?

[Translation]

About one thousand crore rupees for wagons. please listen further. Keeping railway safety in mind. for signal and tele-communication head the budget provision has been enhanced upto Rs. 296 crore as against the past years provision for the same head

being Rs. 285 crore. which is more than the last years' allocations it is the largest amount during the past five years provided under this head.

I also want to inform the Hon. Members that the demand for railway wagons and coaches has been speedily increasing. and keeping this increased demand in view Rs. 3805 crores have been provided during 1996-97 for this purpose. Which is nearly 1000 crore rupees more than the provision made under this head during the last year. As the production of railways rolling stock had come down during the last three years. and it was a matter of concern for us. so we had to work within that limited source. We have not reduced the provision of money under other items. We have given special consideration to the rolling stock. I hope the Hon. Members will agree to it. In spite of that. we have not effected any cut in the allocations for new railway lines. gauge conversion works etc.

During the debate on railway budget. some Hon. Members had stated that there will be no effect on railway travellers by keeping 200 kilometer distance in sleeper class exempt from increase in railway fare. on the ground that nobody travells in sleeper class up to a distance of 200 kilometers. I may inform the House that nearly 37 lakh passengers travel in sleeper class upto 200 kilometer distance every year. So the exemption provided will benefit them all...*(Interruptions)*

Hon. Members have criticised the increase in parcel rates on bananas etc. I. therefore. decided not to increase the parcel rates on bananas and betel leaves like other fruits and vegetables.

Mr. Speaker. Sir. with these words. I present the Demands for Grants pertaining to the year 1996-97 before the House.

(Interruptions)

[English]

MR. SPEAKER : I will give you a chance.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : He has taken West Bengal for granted...*(Interruptions)*

MR. SPEAKER : I have allowed Shri Vajpayee. I will give you a chance.

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Speaker. Sir. I want to raise an important issue. During the discussion on the Railway budget many hon. Members had demanded formation of a zonal Headquarter at Bilaspur. which is a divisional headquarter at pesent. a profit-earning division. and situated at an important central place. Wide spread demand is being made outside also in this regard. Hon. Prime Minister is also present here. and I feel that there should not be any objection to making Bilaspur a Zonal Headquarter of the Railway. I wish that the Railway Minister should make an announcement in this regard here after consulting the Prime Minister.

[English]

MR. SPEAKER : Shri Basu Deb Acharia please.

(Interruptions)

MR. SPEAKER : The Minister will reply after him.

SHRI BASU DEB ACHARIA (Bankura) : Sir. he has not said anything about any project in West Bengal. The train services in one section had been stopped since March. 1996. He has not assured that those train services would be restored. About Bankura-Damodar River Railway. he has not stated that the train services along with the staff there would be restored. He has not assured that.

The next thing is that there are a number of running staff in the Eastern Railway and in other Railways. They have been dismissed from service in 1981 because of the Supreme Court's order.

MR. SPEAKER : Do not enter into a debate. You ask questions.

SHRI BASU DEB ACHARIA : The services of the running staff of Eastern Railways had been terminated in 1981 and they have not yet got back their status. He has not said anything about this. He has also not said about the restoration of recognition to the RPF Association which it was demanding from the House. The Railway Protection Force had its Association. That right should be restored with the unanimous approval of the House. He has not said anything about that...*(Interruptions)*

SHRI P. UPENDRA (Vijayawada) : Sir. we requested the hon. Minister...*(Interruptions)*

MR. SPEAKER : Please do not disturb the Minister now.

(Interruptions)

MR. SPEAKER : Please sit down. You cannot stand when I am standing. Please sit down. Why do you not listen to me?

(Interruptions)

MR. SPEAKER : I fully appreciate the concern and the sentiments of all the hon. Members. I am also a Member of Parliament. I know the importance...

(Interruptions)

MR. SPEAKER : Yes. everybody. everyone of us...

(Interruptions)

MR. SPEAKER : While appreciating the sentiments of all the hon. Members, we should also appreciate the constraints under which the Minister of Railways has to function. That also has to be kept in mind. He has given his reply. I think, he has fairly and positively responded to the demands of the hon. Members.

(Interruptions)

MR. SPEAKER : I know that you are not satisfied. If you want to get...

(Interruptions)

[Translation]

SHRI K.D. SULTANPURI (Shimla) : All of us have come here from one or the other part of the country. The Hon. Minister should have consideration for the feelings of all the Members...*(Interruptions)*. Hon. Minister has ignored Himachal Pradesh totally in his reply to the debate on railway budget. I am a representative from that State. No money has been announced for any project for that State...*(Interruptions)*

[English]

MR. SPEAKER : My only plea is that if you want to get more information from the hon. Minister, then you should ask questions and clarifications one by one. If all of you are standing together, you will not get any answer. You are wasting the time of the House. Therefore, you should have some patience.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : Sir, we will walk out from the House if nothing is done for West Bengal...*(Interruptions)*

MR. SPEAKER : You do whatever you want. I will sit down.

(Interruptions)

SHRI P. UPENDRA : Sir, you have identified me ...*(Interruptions)*

MR. SPEAKER : Hon. Members, you cannot talk to the officers like this. Shri Jena, please tell your Members about this.

(Interruptions)

SHRI BASU DEB ACHARIA : A great injustice has been done to the State of West Bengal...*(Interruptions)*

SHRI P. UPENDRA : Sir, Members of Parliament from Andhra Pradesh requested...*(Interruptions)*

[Translation]

MR. SPEAKER : You people go on speaking. All may speak together.

(Interruptions)

[English]

SHRI P. UPENDRA : Sir, the Members of Parliament from Andhra Pradesh met the hon. Railway Minister and requested him for three or four services. But he has not mentioned anything about those. One was the restoration of the Janata Express from Madras to Bombay. He has restored the Janata Express from Delhi to Calcutta but he has not restored the Janata Express from Madras to Bombay. He has left it in the lurch. We wanted a superfast train from Delhi to Visakhapatnam but that also he has not mentioned in his reply. The third demand was about the extension of suburban services from Madras to Nellore, but that also he has not mentioned. I request the Minister to say that he will at least consider these demands.

We are thankful to him for increasing the frequency of the Rajdhani Express *via* Secunderabad. We wanted a separate Rajdhani Express but anyway he has met our demand half way.

These three demands, I request him to at least consider them.

[Translation]

SHRIMATI RAJNI PATIL (Beed) : Mr. Speaker, Sir, in this railway budget, Maharashtra State has been kept outside the ring. Railway Minister considers only Mumbai as Maharashtra. What about our backward area ...*(Interruptions)* I come from that area, where if train has to be seen, it can be seen only in books. That area is totally devoid of railway. We have to go to some other village for seeing a railway line or train. You have not even mentioned the name of that area in your speech.

Last year a provision of one crore rupees was made. Thereafter the then Railway Minister Shri Kalmadiji had inaugurated a railway Station. But, still nothing has been done. Even survey has not been done. There is no provision in the budget. You should meet our demand for Parli-Ahmednagar-Beed railway line. Freedom fighters belonging to our area have started an agitation. They had earlier started agitation for independence and now they are compelled to start agitation even for a railway line. I request the Minister, through you, to reconsider over the matter for providing there a railway line.

SHRI SURESH R. JADAV (Parbhani) : During my speech on the railway budget I had given detailed information to the Railway Minister in regard to Marathwada division. Estimated cost of Amravati - Narkhed railway line is Rs. 182 crore, but only three crore rupees have been provided during the year. For Ahmednagar-Beed-Parli-Baijnath new railway line, only one lakh rupees have been earmarked during this year against its estimated cost of 353 crore rupees.

Secondly, gauge conversion work of Miraje Latur section will cost 310 crore rupees, but only Rs. 10 crore have been provided during this year. Gauge conversion work of Dond-Bhigwan is there, for that less money has been provided for doubling of railway line. In Maharashtra State, Marathwada division is a backward area. The Railway Minister should State why he is ignoring Marathwada.

[English]

SHRI SOMNATH CHATTERJEE (Bolpur) : Mr. Speaker, Sir, I know, this has been the practice that even after the reply of the hon. Railway Minister every year this happens. It should not be treated as a mere chauvinistic or partisan approach. The Members of Parliament from West Bengal have been fully cooperating with the hon. Railway Minister, both in attending his meeting called at Delhi - when he had gone to other places to meet the Members - and in all other matters. I specially appreciate his concern for the Eastern and the North-Eastern India. We had expected that many many pending projects in West Bengal would at least be attempted to be expedited.

It seems that our quietness or silence has been interpreted to be our weakness or the weakness of our case...*(Interruptions)* I hope the hon. Minister of Railways will kindly look into it once more about some of the projects of West Bengal. We are not wary of any other State of our country getting a railway line. We always support everybody else. We are not trying to minimise. But, Sir, we believe in balanced development of the country. The railway network is very important. We have been showing how many projects have been left incomplete. There are many districts and towns in West Bengal which have no railway connection ...*(Interruptions)* North Bengal, which is the most important area of our country, both from commerial and strategic point of view, is most ill-served so far as the Railway is concerned...*(Interruptions)* Therefore, these are the matters which should have been at least referred to by the hon. Minister.

He has our affection. ...*(Interruptions)* I request him to please use it for the people there also. Let that affection be not misused. Let our silent cooperation be not treated as giving up our rights. ...*(Interruptions)* If necessary he shall have to change it.

Therefore, I am earnestly requesting the hon. Minister of Railways to please look into it. We are prepared to cooperate. Let him draw the priorities. We shall fully accept whatever he does. ...*(Interruptions)*

Since the hon. Prime Minister is here, I am sure that he will feel the intensity of the feelings of the Members here who have stood up to voice their grievances. ...*(Interruptions)*

[Translation]

SHRI MANGAT RAM SHARMA (Jammu) : Mr. Speaker, Sir, we had invited the attention of the Hon. Railway Minister to certain points in the meeting of Jammu - Kashmir M.Ps held with him. I again want to bring to his notice two-three important points and hope that he will throw light an them in his reply.

The first print is that he had agreed that survey for new railway line from Jammu and to Poorvanchal upto Rajouri will be got done. Both are bordor districts and adjoin the territory of Pakistan. All the members of Parliament had demanded this railway line. Hence, it should be taken up immediately.

Secondly, a rail coach factory should be set up in Jammu, so that people there may be able to get employment.

Thirdly, there is single railway line from Jalandhar to Jammu. It should be doubled for speedy transportation.

Fourthly, a passenger train should be introduced from Jammu to Hardwar. In this regard all M.P.s from the northern parts of the country, Panjab, Haryana and Himachal Pradesh have made presistent demand. Hence a passenger train between Jammu and Hardwar should be run soon.

Mr. Speaker, Sir, I shall request the Minister, through you, to express his views on these points. I am going to send these points in writing to the Hon. Railway Minister.

[English]

SHRI N.S.V. CHITTHAN (Dindigul) : Mr. Speaker, Sir, the work of gauge conversion between Madras and Dindigul is in progress. The hon. Minister has promised that this scheme work will be completed before 1997-98. This scheme consists of two phases - Madras to Trichy and Trichy to Dindigul. For Trichy to Dindigul the hon. Minister has provided only two crores of rupees in this year. *(Interruptions)* To complete the project Rs. 80 crore are required...*(Interruptions)* In this year only two crores of rupees are provided. We want more funds so that this is completed before 1997-98. ...*(Interruptions)* Nobody hears. They are all talking. *(Interruptions)*

MR. SPEAKER : You can speak. Only your speech is going on record.

(Interruptions)

MR. SPEAKER : It is going on record. What others are saying is not going on record.

SHRI N.S.V. CHITTHAN : Sir, the hon. Minister has provided only Rs. 2 crore this year.. *(Interruptions)*

The hon. Minister has sanctioned only two crores of rupees in this year to complete the project. The hon. Minister has promised that the work will be completed

by 1997-98. I want that a sum of Rs. 50 crore at least may be given for this project in this year...*(Interruptions)*. I want a categorical reply from the hon. Minister ...*(Interruptions)* Sir, the amount of Rs. 2 crore is very unreasonable...*(Interruptions)*

[Translation]

SHRI RAM LAKHAN SINGH (Bhind). Mr. Speaker. Sir, No time limit has been laid down for spending money earmarked for Guna - Itawa rail line. as to within what period it would be completed. Secondly We had demanded in pre-budget discussion. to provide a halt or stoppage of Pathankot Express and Malwa Express trains at Sonagir, which is the greatest pilgrim centre of jain community in India. but the Minister has not replied to it.

Similarly. the Minister has not given any reply in regard to providing stoppage of Lashkar Express. Southern Express. Ujjain-Dehradun Express. Samta Express. Jhelum Express. Punjab Mail. Chambal Express etc. railway trains for which agitation is being launched in Datiya. Basai and Dabra.

The Minister has also not replied to the demand for stoppage of Taj Express running between Delhi and Gwalior. at Datiya and Dabra by extending the train upto Jhansi. I therefore. request you to direct the Railway Minister to meet my demands...*(Interruptions)*

SHRI SHIVRAJ V. PATIL (Latur) : Mr. Speaker. Sir, I am rising to ask a question in this House. after a gap of six years' period. Railway Minister's job is very onerous and I feel that he has made efforts to accomplish it in a good way. He has stated in his speech that narrow gauge and meter gauge railway line is 21,000 kilometers long and 8000 km. is being converted into broadgauge and perhaps he will not be able to cover the remaining 13000 kms. So. he is going to undertake production of railway wagons and coaches. I feel that whatever he has thought about it is right and it is farsightedness. But one thing arises out of it. about which I would like to know the details from the Govt. It is this that the earlier previous Govt. had decided to replace the existing narrow and meter gauge rail lines by having a uni-gauge broad gauge line in the entire country. It is not that taking a decision only to unigauge the railways is not vital in our country. But it is also important to think about road transport. railway waterways, airways by having a 25 year plan in regard to total transportation in the country. I want to know from the Hon. Railway Minister whether he has thought differently to deviating from the previous Govt's. devision of having unigauge railway system throughout. It this centention is correct. whether it will be in our interest? In my opinion it will not be useful. I would like the Hon Minister to explain it.

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir. I am grateful to the former Hon. Speaker Shri Shivraj Patil ji for providing me an opportunity through his question to clear the misunderstanding that could arise in his mind from my speech. In fact, I had stated that in the Action plan 13000 kilometer railway lines could not be included and remained outside it. When the Action plan could not cover 13000 km its broadgauge cannot be achieved. Meter gauge cannot be converted into broadgauge. narrow gauge also cannot be converted into broadgauge. and for development of metergauge and narrow gauge left behind in distant areas. into broadgauge. there is no planning. Planning has been done only in respect of that which is important from the point of view of Railways. The distance of that 13.000 kms. is not covered in the plan. for which it has been stated that it would meet its natural death.

[English]

That shall be withered away. That is the word.

[Translation]

In such a situation I think that for the area from which we have come to this House. meter gauge occupies an important place. somewhere narrow gauge is very important. If there is a plan to convert meter gauge into broadgauge. it will be very well But. I think it is not proper to leave it for natural death or for construction on a five star hotel on the ramnants of the cottages built there. So. I stated that either there should be a plan for development of 13000 kms in to broad gauge. which is not possible. For that reason that 13000 kms. remaining as Metergauge. and during the last three years no coach has been produced for Meter gauge. nor any order has been. placed for it. The result is that on demand. the old coaches are attached to the trains getting their denting. painting etc Once a big accident took place in Kursela. a dust-storn arose and an old coach was thrown in water. These are such type of coaches and they have a definite life time So I stated that we should not allow the Meter gauge to die. but we shall improve their condition. *(Interruptions)*

SHRI SARAT PATTANAYAK (Bolangir) : Mr Speaker all the Hon. Members from Orissa were on picketing and some suggestions were made to the Minister ...*(Interruptions)*

[English]

Sir, the Minister is not listening. What can I do?. .*(Interruptions)*

MR. SPEAKER I will give you a chance.

(Interruptions)

[Translation]

SHRI SARAT PATTANAYAK : 16 Hon. Members from Orissa were on picketing. They were also invited by the

Minister and a meeting was held and discussions held with them. Whatever was provised there. nothing and of that has been reflected in the reply given today...*(Interruptions)* The area. which is called backward area, has been visited by the ex-Prime Ministers Shri Vajpayee ji and Shri Chandra Shekharji. Indira ji. Rajiv Gandhi ji. and Narsimharao ji. who prepared a V.K. plan after visiting that place. One train is operating in Kalahandi-Koraput-Bolangir area. We had demanded for its extension upto Koraput. as it would cover all the backward districts. But. even that has not been done. New train was demanded. which too has not been given. Even doubling of the railway line. demanded. was not accepted. Bolangir-Khurda line was demanded. But, despite the promise made, it was not fulfilled ...*(Interruptions)*

SHRI RAM VILAS PASWAN : I have told ...*(Interruptions)*

SHRI SARAT PATTANAYAK : Demand has been made from all the corners for computerised station in Sambalpur division. But that also has not been agreed to...*(Interruptions)* So. it is my request that tin the backward area. where five ex-Prime Ministers went: railway line should be extended as demanded. If that demand is not acceded to, all the Hon. Members from Orissa shall walk out from the House and shall not attend the meetings of the House...*(Interruptions)*

[English]

Sir, I want some reply from the hon. Minister of Railways...*(Interruptions)*

SHRI MADHUKAR SARPOTDAR (Mumbai North-West) : Sir. we have given certain suggestions concerning Marthwada. Vidarbha and the entire Maharashtra. but not a single point has been taken cognizance of by the hon. Minister of Railways. It appears to me that he is deliberately ignoring the State of Maharashtra. This is our basic cause and for that we have been shouting. We participated in the discussion by sitting throughout the night and despite having explained the position. the hon. Minister of Railways has not taken cognizance of our problems. What provision he has made for Vidarbha. Marathwada and the entire Maharashtra?

When Shri Shivraj Patil got up. I thought he was specifically going to ask that question concering the entire State of Maharashtra. I understand that narrow gauge railway line is there in Vidarbha and Maharashtra. but be asked a general question. My question pertains to the entire State of Maharashtra and I would like to know what provisions the hon. Minister of Railways has made because they are collecting the maximum revenue from the city of Mumbai. The entire State of Maharashtra has been ignored. It is a deliberate move that he has made. Let the hon. Minister of Railways stand up and say that it is not so. and tell us about what provision he has made for us. He should clarify the position before the House so that we can take our stand accordingly ...*(Interruptions)*

SHRI RAM NAIK (Mumbai North) : Sir. let the hon. Minister of Railways reply to this...*(Interruptions)*

MR. SPEAKER : The hon. Minister will reply.

[Translation]

SHRI VISHVESHWAR BHAGAT - (Balaghat) : In this budget. Madhya Pradesh has been ignored very badly ...*(Interruptions)*

MR. SPEAKER : The Minister is replying. Please, listen to him.

(Interruptions)

SHRI RAM VILAS PASWAN : Mr. Speaker, ...*(Interruptions)*. I am speaking please listen to me first ...*(Interruptions)*

[English]

SHRI PRAKASH VISHWANATH PARANJPE (Thane): Sir. my demand was a small demand. A goods train is running from Kalwa Turbha-New Mumbai. I demanded that a passenger service is needed on the same line. but the hon. Minister of Railways has not touched that area at all...*(Interruptions)*

MR. SPEAKER : Please listen to the hon. Minister's reply.

(Interruptions)

SHRI ANIL BASU (Arambagh) : Sir. my constituency is without a single train.

SHRI RAM VILAS PASWAN : Sir. I will reply to the questions pertaining to the States of West Bengal. Maharashtra. Orissa and Maharashtra I will give the reply concerning these four States...*(Interruptions)*

MR. SPEAKER : We have already spent 24 hours or more than 24 hours by this time. Please listen to him. We cannot resume another debate and it is not possible. It appears that we will have to have another half-a-dozen Railway Budgets because everybody has to be satisfied. Let us be patient. Whatever is possible. the Minister will try to reply.

(Interruptions)

SHRI SAMIK LAHIRI (Diamond Harbour) : Sir, the hon. Minister of Railways should reply to the question raised by Shri Somnath Chatterjee...*(Interruptions)*

SHRI RAM VILAS PASWAN : Sir. I think. they are not interested in listening to my reply. They are only interested in speaking. They do not want to hear me.

[Translation]

Please sit down...*(Interruptions)*. Why do you not listen? Please. listen for a minute..*(Interruptions)* You please continue...*(Interruptions)*

SHRI BRAHMANAND MANDAL (Monghyr) : The load in the Jamalpur Workshop has come down from 22 thousand to 10 thousand. Please make efforts to enhance its load and make a provision in the budget for also for setting up a bridge over the Ganges between Manghyr and Khagaria...*(Interruptions)*

[English]

SHRI RAM VILAS PASWAN : Why do you not hear me?...*(Interruptions)* They are only interested in speaking ...*(Interruptions)*

[Translation]

Mr. Speaker. Sir. railway this budget has already been presented in the House. Hon. Members during 23 hours debate on it have raised their respective problems. Out of them whatever was possible for us to do. we have done the maximum after going into all those problems and making provision in the budget accordingly. In addition to it...*(Interruptions)* What did not happen in Orissa? Your zonal office has been converted into Headquarter. I told you the other day that in every State we have tried to do one main thing for that State.

SHRI BHAGWAN SHANKAR RAWAT (Agra) : We are asking Statewise. you have shown utter disregard to Uttar Pradesh...*(Interruptions)*

SHRI RAM VILAS PASWAN : Please listen. Why do you not listen? See. he is not Listening.

Hon. Members may see the railway budget thread-bare. It within the limited resources available with us anybody can show that there is less provision in this budget and less development works done in comparison to any other railway budget. I am prepared for any punishment. I know all members of the Parliament. we have been M.Ps. Every M.P. has difficulties to face and they are responsible to the people. It is their duty to place people's demands here. But in every state as I told. main things..*(Interruptions)* All M.Ps are sitting here and I have with me any earlier speech as well the present speech. Did we not do the work of linking of railway in Himachal Pradesh? Did we not do linkage worn in Madhya Pradesh?...*(Interruptions)* listen please. Did we fail in providing linkage works in Uttar Pradesh? On that day we told about budget provision for extension of railway line from Kanpur via Mathura. Kasganj ...*(Interruptions)* So. friends from Vidarbha *(Interruptions)* listen please.

It is correct that this time we have paid more attention to backward areas to the extent of their backwardness. About our friends from West Bengal and Vidarbha areas...*(Interruptions)* Listen Please. I cannot reply to all at once in regard to all. What are you saying. Then you speak why are you making a mockery?

I was telling that I also move in the areas as much as over friends from Vidarbha and Marathwada more in their respective areas. I was thinking that if we had coaches with us. we would have run a Deeksha train from Nagpur direct to Bodhgaya. that was our idea. Whenever we get coaches. we shall run that train. But. if I make early announcement. Hon. Members will catch hold of me. as they do in respect of announcements made. inaugurations done earlier. that the works have not been accomplished in what circumstances have we done the work of linking railway line from Chittorgarh to Udaipur demanded by Girija Vyas ji...*(Interruptions)*

JUSTICE GUMAN MAL LODHA (Pali) : Your predecessor Kalmadi ji had inaugurated that

SHRI RAM VILAS PASWAN : Please listen.

I do not want to blame any one. I am telling in what circumstances we are working. So. we are making all out efforts to honour the feelings of the Hon. members to the maximum possible extent. Therefore. I told you that I tried to contact all M.Ps belonging to all states. we are still meeting them. It is not that we shall not meet them again. It is not the last budget that is coming. I want to assure you that a supplementary budget will be presented some time afterwards. I had told in the begining that the Railway Ministry is quite new to me. I become the minister only one and a half month before. During this short period whatever was possible. I tried to contact each M.P. before and after the presentation of the railway budget. Hon. members from Punjab. Haryana. Himachal Pradesh. Kerala and all other States are our friends and colleagues. and I had met them all ...*(Interruptions)*. I want to assure them. particularly from Vidarbha. Marathwada. Madhya Pradesh. Bengal. who have made many demands for railway facilities. We are not only considering them seriously. but also taking actions in that direction. I shall inform you after the action is taken. It is not a final effort. So. kindly support it. I shall take action thereon.

[English]

MR. SPEAKER : The House shall now take up voting on the Demands for Grants (Railways) for 1996-97.

I shall now put all the cut motions to the vote of the House unless any hon. Member wants any of his particular cut motion to be put separately.

Shri Santosh Kumar Gangwar. do you want your cut motions to be put separately?

[Translation]

SHRI SANTOSH KUMAR GANGWAR (Bareilly) : Yes, Sir.

[English]

MR. SPEAKER : I shall now put cut motion nos. 61 to 74 moved by Shri Santosh Kumar Gangwar to the vote of the House.

The cut motions were put and negatived.

MR. SPEAKER : Do you want your cut motion to be put separately. Shri Amar Pal Singh?

SHRI AMAR PAL SINGH (Meerut) : Yes, Sir.

MR. SPEAKER : I shall now put cut motion no. 160 moved by Shri Amar Pal Singh to the vote of the House.

The cut motion was put and negatived.

MR. SPEAKER : Shri Radha Mohan Singh, do you want your cut motion to be put separately?

[Translation]

SHRI RADHA MOHAN SINGH (Motihari) : Yes, Sir.

[English]

MR. SPEAKER : I shall now put cut motion nos. 242 to 247 moved by Shri Radha Mohan Singh to the vote of the House.

The cut motions were put and negatived.

MR. SPEAKER : Shri Girdhari Lal Bhargava. Do you want your cut motion to be put separately?

SHRI GIRDHARI LAL BHARGAVA : Yes, Sir.

MR. SPEAKER : I shall now put cut motion numbers 319 to 336 and 548 to 560 moved by Shri Girdhari Lal Bhargava to the Vote of the House.

The cut motions were put and negatived.

MR. SPEAKER : Now, Dr. Laxminarayan Pandey. Are you moving?

DR. LAXMINARAYAN PANDEY : Yes, Sir.

MR. SPEAKER : I shall now put the cut motion Nos. 337 to 366...

DR. LAXMINARAYAN PANDEY : Cut motion No. 367 also, Sir

MR. SPEAKER : No, the cut motion No. 367 is not admitted.

I shall now put cut motion Nos. 337 to 366 moved by Dr. Laxminarayan Pandey to the Vote of the House.

(Interruptions)

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Sir, there is a cut motion on Bilaspur...*(Interruptions)*

DR. LAXMINARAYAN PANDEY : Cut motion No. 367...*(Interruptions)*

SHRI ATAL BIHARI VAJPAYEE : I insist on division. The hon. Minister did not say a word when I raised this question...*(Interruptions)*

[Translation]

SHRI SHARAD YADAV (Madhepura) : Mr. Speaker, Sir, this matter has been raised by Shri Atal Bihari Vajpayee ji, so, I also want to say something on it respectfully. Two railway committees were constituted which are concerned with Jabalpur.

SHRI ATAL BIHARI VAJPAYEE : I am not talking about Jabalpur. There also it should remains ...*(Interruptions)*

SHRI RAM VILAS PASWAN : In this connection I had a talk with Hon. members of Parliament and leaders from Madhya Pradesh as also Chief Minister of the State, and Shri Arjun Singh and Shri Madhav Rao Scindia. Now this matter has been raised by Shri Atal Bihari Vajpayee ji and the hon. Member, Hon. Prime Minister is present here. Atal Bihari Vajpayeeji, leader and Chief Minister of the State and we are prepared to sit and talk over this issue to see that what can be done in this regard. We shall discuss this matter.

[English]

MR. SPEAKER : Actually, cut motion No. 367 was received late. But I think the hon. Minister has answered it

I shall now put cut motions Nos. 337 to 366 moved by Dr. Laxminarayan Pandey to the Vote of the House.

The cut motions were put and negatived.

MR. SPEAKER : Now, Shri Dwarka Nath Dass. Do you want your cut motions to be put separately?

SHRI DWARKA NATH DASS : I shall now put cut motions Nos. 388 to 393 moved by Shri Dwarka Nath Dass to the Vote of the House.

The cut motions were put and negatived.

MR. SPEAKER : Now, Shri Dau Dayal Joshi.

[Translation]

SHRI VAIDYA DAU DAYAL JOSHI (Kota) : Yes, Sir. I want to make a submission. Replies to the cut motions were being given by the Hon. Minister. But that tradition was broken three years before. My request is that the Hon. Minister should reply to the cut motion.

[English]

MR. SPEAKER : I shall now put cut motions numbers 412 to 429 moved by Shri Dau Dayal Joshi to the Vote of the House.

The cut motions were put and negatived.

MR. SPEAKER : Now, Shri Rasa Singh Rawat.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Yes, Sir ...*(Interruptions)* Mr. Speaker, Sir, earlier it was the practice that the Hon. Minister used to give the reply to the cut motion.

[English]

MR. SPEAKER : I shall now put cut motion Nos. 488 to 546 moved by Shri Rasa Singh Rawat to the vote of the House.

The cut motions were put and negatived.

MR. SPEAKER : I shall now put all other cut motions which have been moved together to the vote of the House.

The cut motions were put and negatived.

SHRI ANIL BASU (Arambagh) : For obvious reasons I have not moved any cut motions. But I declare to undertake fast unto death if a railway line from Tarakeshwar to Arambagh is not sanctioned.

MR. SPEAKER : I shall now put the Demands for Grants (Railways) for 1996-97 to vote.

The question is :

> "That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1997, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

APPROPRIATION (RAILWAYS) NO. 3. BILL* 1996

[Translation]

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Speaker, Sir, I beg to move :

> "That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1996-97 for the purpose of Railways."

[English]

MR. SPEAKER : The question is :

> "That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1996-97 for the purposes of Railways."

The motion was adopted.

[Translation]

SHRI RAM VILAS PASWAN : I introduce** the Bill.

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, I beg to move:

> "That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1996-97 for the purposes of Railways, be taken into consideration."

[English]

MR. SPEAKER : The question is :

> "That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1996-97 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. SPEAKER : The House shall now take up clause by clause consideration of the Bill.

The questions :

> "That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. SPEAKER : The question is that schedule stand part of the Bill.

The motion was adopted.

The Schedule was added to the Bill.

MR. SPEAKER : The Question is that clause I, the Enacting Formula and the long title stand part of the Bill.

The motion was adopted.

Clause 1, the Enacting Formula and the long Title were added to the Bill.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, I beg to move :

> "That the Bill be passed."

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** Introduced with the recommedation of the President